

VOL. 4

JANUARY, 1905

NO. 2

K.C.S. CURRENT EVENTS

ALONG THE LINE
OF THE



K.C.S.
"STRAIGHT AS
THE CROW FLIES"
TO THE GULF

KANSAS CITY SOUTHERN RY.

AN
AGRICULTURAL
AND
INDUSTRIAL
MAGAZINE.

S. G. WARNER,
GEN'L PASS & TICKET AGT.



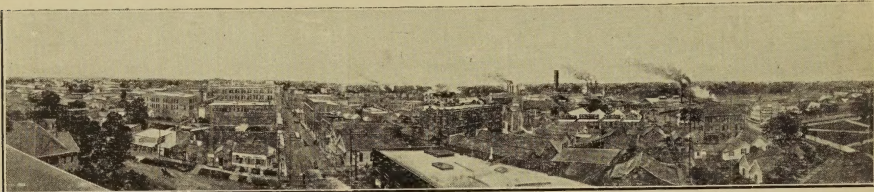
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THE GENERAL
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KANSAS CITY
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	1900	1904
Population of Beaumont.....	9,900	25,000
Rice average, Jefferson County....	8,000 acres	58,000 acres
Rice mills in Beaumont.	one	three
Rice mills in Jefferson County....	one	five
Oil production.....	nothing	11,000,000 barrels in past 8 months
Wholesale business.....	very little, no figures	approx \$10,000,000 yearly
Average daily deposits in banks...	\$550,000.00	\$3,700,000
Railroads	five	eight
General conditions.....	9,900 prosperous people	25,000 prosperous people

It seems on paper as if everything was all right in Beaumont. Everything **is** all right in Beaumont. But there's room for more people. We need truck farmers, rice farmers, wood-working plants, and many other institutions.

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D. WOODHEAD, Secretary

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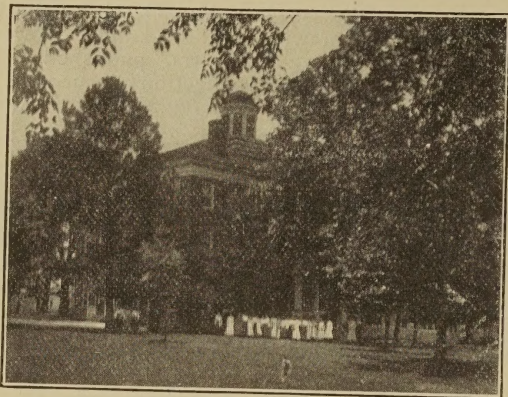
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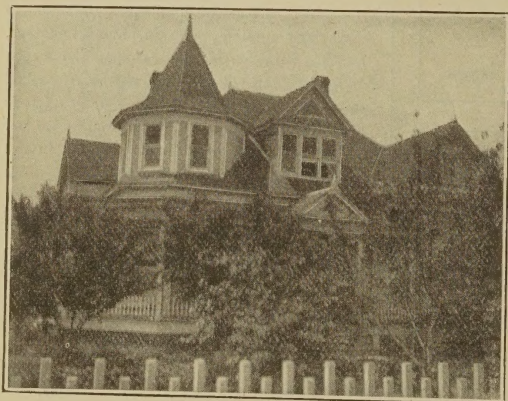
is situated on the Kansas City Southern and the Texas & Pacific railroads, thirty-five miles south of Shreveport, La., on a water divide between the Red and Sabine rivers. Being one of the most elevated points in the state, the health of the people is unsurpassed. Fine mineral well water near town, well equipped with accommodations, affords a splendid summer resort. We have good schools and churches. Mansfield Female College being established here, has induced a state of culture and refinement equal to any in the south.

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The country surrounding affords splendid and ample opportunities for immigrants to get homes at reasonable prices on easy terms.

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Mansfield Progressive League is anxious to give you reliable information regarding this part of Louisiana, and to that end we invite correspondence.



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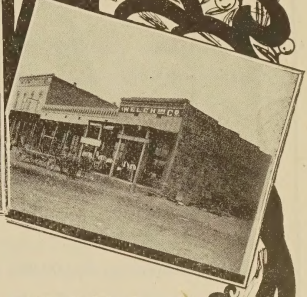
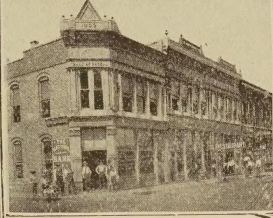
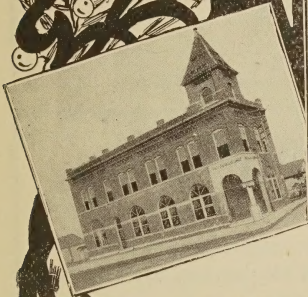
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INDIAN TERRITORY.



POTEAU, INDIAN TERRITORY,

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Poteau has a population of 2,000, with seven churches, and a large school house and a fine corps of teachers. We had the first public school in the Choctaw Nation, and the school house was built by public subscription at a cost of \$5,000.00. The location is high, well drained, and remarkably healthy and the water good.

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WALDRON, ARKANSAS

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and Town Lots. Correspondence solicited

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A small fruit farm,
A fine truck garden,
A peach orchard, or
A home and business in Town?
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Items of interest to homeseeker and investor.

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Extra Longs and Sizes and
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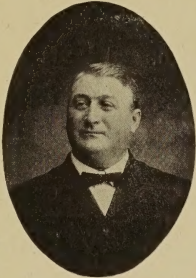
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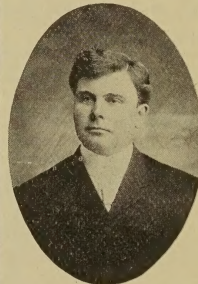
and tell us what kind of property you have for sale, where it is located, and state your best cash price. We will then write and tell you just what we can do for you. It will cost you nothing to learn about our unique and wonderfully successful methods, and they will surely interest you, even if you have no idea of placing your property in our hands. Remember it makes no difference whether your property is worth \$500 or \$500,000, or whether it is farm, residence, city, country, business, or any other kind of property. Write today—now—and you will promptly hear from us.

We Buy no Matter Where Located.

WRITE A POSTAL TODAY

and tell us what kind of property you want to buy, where you want it, and how much you want to pay for it. Tell us how much you will pay down and how much time you want on the balance. We either have or can readily find just what you want. If you have not decided just what you want, tell us in what part of the country you are interested, and we will send you a classified list (including brief descriptions) of all property in that locality. You can then get complete descriptions of any which appear to fit your requirements. Write now.

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CURRENT EVENTS

JANUARY, 1905

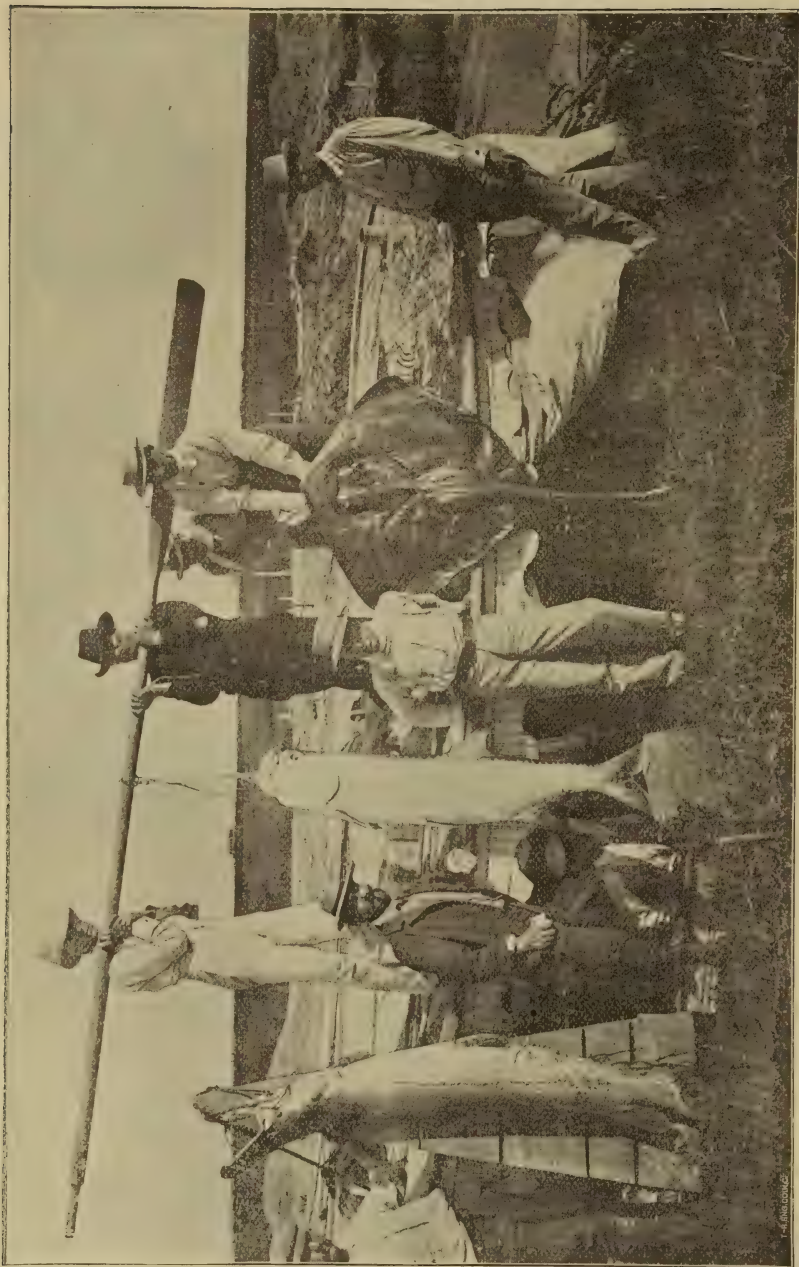
VOLUME FOUR

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REEL AND ROD PRODUCTS OF SABINE LAKE.

Some Estimates of Factory Values to Progressive Towns.

Mr. E. B. Miller, secretary of the Commercial Club of Fort Smith, Ark., in an open letter to the people of that city, gives some facts and figures concerning the value of new industries, which ought to be of interest to the citizens of other places, who fail to grasp opportunity by the forelock and are still fingering their shekels while opportunity disappears around the nearest corner:

I will not enter into details why we cannot get factories located, unless we as a community invest some of our money in the enterprise, or the banks procure the necessary capital to extend a line of credit to these new enterprises. It is a fact, however, that we have refused seven or eight good propositions during the past six months, where, if \$15,000 to \$25,000 each had been invested they would be now operating with an aggregate payroll of \$1,000 per day, employing over 500 operatives, with an investment of \$300,000, 40 per cent of which would have been furnished by Fort Smith.

In factory work each employe produces \$1,000 per year. If a factory employ 30 hands, you can estimate that their product is \$30,000 a year; if 100 hands are employed, you can estimate that the factory product is \$100,000 a year. Of this 50 per cent is disbursed locally for payrolls, supplies and expenses, and the remainder pays for raw material and gives the profit. No factory proposition is worthy of a moment's consideration that will not net 20 per cent per annum, because we can get plenty that will do this.

This club has produced ten factories in less than two years, that in the aggregate invested \$750,000, over one-half of which is local money. The number of hands employed in these Commercial Club factories is 565, and before a year expires they will employ over 1000, and in two years they will employ over 2000 laborers. It is therefore safe to assert

that the products from these factories sell for \$550,000, and one-half of this amount, \$275,000, a year, is disbursed in Fort Smith.

But! The building of these factories caused the railroads to increase their labor 20 per cent; caused the building trades to increase their labor 50 per cent.; caused other enterprises, already here, to expand; advanced realty 20 per cent, and there is no doubt in my mind but that \$500,000 a year is now disbursed in wages and factory supplies in Fort Smith which would not be only for the initial work of the Wagon Co., the Ward Furniture Co. and followed by the others.

To secure this the people of Fort Smith gave \$22,000 in bonus, which on \$500,000 a year business is a commission of four-tenths of 1 per cent. But, besides this benefit, this work has increased the assessable wealth of Fort Smith \$1,000,000, caused public buildings to be erected and attracted wide-spread attention to Fort Smith.

Now, there is not a merchant in Fort Smith but will give 5 per cent commission for new business. So this word "bonus" is a misnomer, and in future we should call it a commission paid out for new business.

It is history that the cities that have grown out of towns are the result of manufacturing owned by local people. It is the factory that produces tonnage and compels a commodity rate and gradually forces down freight rates for the jobber.

No one can criticize Fort Smith people for lack of enterprise. No city in the Southwest has given so much in bonuses, invested as much as we have in factories, or shown the growth that we have. And now shall we quit? Remember that an individual or a city is like an eagle circling upward as long as he flaps his wings; but let him fold his wings, he doesn't stand still, he goes back.

Food Fishes and Oysters of the Gulf Coast.

Food fishes are extra abundant in the waters of the Gulf of Mexico along the Louisiana and Texas coast, and a business of considerable magnitude is done in catching and shipping them inland. The business, however, is capable of indefinite expansion. The food fishes shipped northward during the cooler months of the year are the famous pompano (in limited quantities), the red snapper, sheepshead, flounder, sea trout, Spanish mackerel and the catfish, which is caught in the brackish waters as well as in the fresh waters of the rivers. There are one or two fish canneries and several oyster canneries, whose products find a ready market in Texas and the Southwest generally. Oyster fishing has been a profitable industry on the coast, and the big Berwick Bay Oyster, wherever known, does not wait long for a purchaser when in the market.

The principal fisheries now conducted along the Gulf Coast in Louisiana and Texas are the following: The Galveston Red Snapper Company, who handle red snappers exclusively; at Lavacca, Tex., H. Warrick and F. V. Gentry, who handle oysters, red snappers, sheepshead, trout and occasionally Spanish mackerel; at Rockport, Tex., Miller Bros., shippers of red fish, sheepshead, trout, Spanish mackerel and occasionally pompano; at Corpus Christi, Tex., Givens Fish and Oyster Co., shippers of oysters, red snappers, trout and sheepshead; at Morgan City, La., Berwick Bay Fish and Oyster Co., shippers of oysters, catfish, trout and sheepshead. Matagorda, Tex.; Port Isabel, Palacios, Velasco and Sabine Pass also have firms who ship oysters and fish, though Port Lavacca is the largest shipping point.

The U. S. Government Fish Commission has recently finished an extensive survey of the Louisiana oyster beds, reefs, bays and inlets, with a view to promote the systematic development of the oyster industry. The Government's steamer, Fishhawk, is now doing similar work in the bays and inlets on the Texas Coast.

Mr. W. Jack Bryan, of Port Lavacca, Tex., in a recent issue of the National Rice and Cotton Journal, gives in substance the following information concerning the fish and oyster industry in Texas: "The inland salt water bays, bayous, lakes and lagoons of the Texas Coast cover more than one and three-quarter million acres. Matagorda Bay, with the smaller bays opening into it, contains 287,360 acres. Its natural oyster beds are equal to any in the world, and, considering size, flavor, quality, quantity of growth, absence of enemies, and shoalness of water, each of which adds to the value as money producers, if understandingly managed, they are the best on earth. Port Lavacca, on Lavacca Bay, which empties into Matagorda Bay, and Matagorda, 45 miles east on the north shore of the bay, are the largest oyster shipping points in Texas. Matagorda, though having the greater area of oyster reefs nearer to it, has only had shipping facilities during the past two years. Port Lavacca has been shipping oysters since 1880 and is thoroughly equipped and established in the business. Palacios, about 15 miles west of Matagorda, is also developing into an oyster shipping point.

The busy oyster season at Port Lavacca begins in November, but earlier in the season there are shipped Mondays and Thursdays a full car load, about 165,000 oysters, and three-fourths of a car, about 123,750 oysters, each, the other five days of the week. At 75 cents a hundred to the consumer, and most of them sell for \$1 and \$1.25 a hundred, this weekly shipment amounts to \$7,500 from Port Lavacca. There are other shipping points on the coast, but Port Lavacca alone will probably ship \$300,000 during the season. At this point there are employed forty oyster boats, carrying from sixty to two hundred and fifty bushels, averaging about 125 bushels each. There are two or three men on each boat. In and about the oyster houses thirty men are employed, and

of oyster openers there are 150. The oystermen all told average 300. About 900 people, including the families, are dependent on the industry. While Port Lavacca ships more oysters than any other point on the Texas Coast, and has the best natural oyster reef in the world,

it does not monopolize the trade, and there are other places that ship more fish. While the exact figures are not available, it is safe to say that the fish and oyster business of the Texas Coast for 1904-5 will amount to more than \$1,500,000.

A Cheap County Court House.

F. E. ROESLER.

There had really been no need for a new town near the headwaters of the Concho in Texas. The few straggling villages on the face of the Great Staked Plains had all they could do to hold their own, and no process of reasoning would have justified the building of another town at that particular time. The railway company, however, had over a million acres of land for sale on this same Staked Plain, and so it happened that the railway company's land agent, accompanied by some two hundred and fifty close-fisted, stingy and penurious speculators and farmers, had devoted fully a week in the blazing month of July to the fruitless effort to sell to his companions some of the russet-colored landscape lying on each side of the gleaming rails. The agent had expended over two hundred dollars for vehicle hire at various places along the line, without accomplishing anything, and the excursion was now reaching its destination.

It is stated, by those who claim to know, that it rains with less discretion on the Great Staked Plain than anywhere else on earth. According to all precedents and calculations, the country passed through should have been as green as a truck patch, but it was not, and the same may be said of the excursion party. There was nothing to see except the brown earth, the dry grass and a brazen sky. Indeed, one could see farther and see less than on an ocean voyage. Anything to relieve the monotony of the landscape would have been a relief. The agent would have cheerfully paid, on this particular occasion, another two hundred dollars for the sight of a copse of trees. The Northern immigration agents, who had for weeks, cracked up the country to their fellow travelers, and saw their commissions fur-

ther off than ever, had the blues and were figuring up the expenses of the trip. The railway agent didn't feel any too gay himself; he had two hundred dollars to account for and had done no business. It was evident that there was no market for fine, rich farming land at the time the excursion reached its destination.

During the night the agent remembered that he had seen, twenty miles further west at the railroad water station, and on the naked brown prairie, a tomato plant of extraordinary dimensions. It was over ten feet high and loaded down with hundreds of big juicy tomatoes. It was the only redeeming feature of the landscape and the last chance, and a doubtful one at that, to escape a dismal failure. The next morning the excursion landed at the water tank and two hundred and fifty people gathered around the big tomato plant. The pumper raised some objections when the excursionists helped themselves to the crop, but a gentle hint from the agent that he would be fired in twenty-four hours if he did not shut up induced him to hold his peace. The tomato plant was a great educator. It demonstrated that the soil was rich as cream and that the water tank was the finest place in Texas for building a new town. Before midnight the Medland Town Company had been organized, subject to the condition that the town company should bring about the sale of forty sections of land in the vicinity within thirty days, in which event it should get the townsite at the same price. Two hundred and fifty men worked tooth and nail to sell this land, and they did it within twenty days. Sixty days thereafter the country was blanketed with flaming posters and gorgeous town lot literature, describing the beauties, natural resources and other advantages pertain-

ing and incident to the new and flourishing town of Medland, that was to be. Of promises on the part of the town company to do this, that and the other thing for the benefit of the town that was to be, there was an abundance. Among these promises was one to build a house for the entertainment of incoming immigrants, which was done. In the meantime the two hundred and fifty got a hustle on themselves, and when the final excursion came off it was a big one.

The town lot sale took place and brought in a cool hundred thousand dollars, with a large number of lots still unsold. The actual outlay in money had not exceeded three thousand dollars. Money that comes easy generally goes easy, but such was not the case with this aggregation of Indiana speculators. They held on to the dollars with the same grim determination with which the devil holds on to a pious soul. With the exception of building the immigrant house, none of their promises were made good, a fact which was not forgotten by the buyers of Medland town lots. Contrary to the predictions of the prophets, the town grew rapidly after the sale of lots, and before long it wanted to become a county seat. A bill was engineered through the legislature which cut off a slice from Tom Green county and provided a county for a town that was looking for a county seat. The town company had the pleasure of footing the bills. The time for the inevitable county seat scrap came on apace.

Medland county had no inhabitants except those assembled at Medland, and if a county seat was offered free, for nothing, it was a foregone conclusion that Medland would get it, for there was no one in the county to say nay. The town company, however, had some more lots to sell, and in their anxiety to make a certainty more certain, they sent one of their directors, the president of a small country bank in Illinois, to Medland to whoop up the boys and secure the county vote. This worthy director, whose only aim in life had been to shave notes and foreclose chattel mortgages, on his arrival stepped from a second class coach, brushed aside the hotel porter and lugged his heavy baggage to the company's immigrant house, and there during his stay cooked his own meals.

The town meeting took place two or

three days after his arrival, and, as a matter of course, the location of the county seat was the matter under discussion. The director made his little speech, strongly appealing to the self-interest of the citizens and expressed his hope that all would turn in and work for Medland so as to secure the county seat. He had no inkling of what the brethren had in store for him. After he had made his bow and taken his seat on the platform, and the chairman had called for some remarks by the citizens, the proprietor of the Medland hotel arose and addressed the congregation. His remarks were sharp and to the point and were vigorously applauded. He had built his hotel on the promises of the town company to do certain things. These things had not been done. He was willing to sell out at half price and move to the center of the county, where the county seat properly belonged. He did not feel under any obligations to the town company, who were simply a lot of parasites fattening at the expense of the town. He could not even get the custom of the individual stockholders and directors and that the restaurant keepers and grocers were in the same box. That the latter had laid in a stock of cheese and crackers in anticipation of a director's visit, but had been disappointed in the sale of these commodities because the stuff could be bought cheaper in Illinois and could be carried in traveling bags. Ten or fifteen others made similar speeches and insisted that the county seat should be in the center of the county, some twenty miles away, which sentiment invariably met with enthusiastic applause. Toward the end of the meeting one citizen, who had never owned a foot of ground in his life, stated that the center section of land in the county was on his ranch, and that he would donate this section to the county and also subscribe five thousand dollars toward the court house and jail fund. He requested the sense of the meeting on the subject, when the director of the town company requested that the matter be held in abeyance until he could have a conference with a committee to be named by the meeting. The meeting then adjourned, and before daylight the next morning the economical director had agreed to and bound his company to build the county court house and the jail and to expend

for this purpose not less than thirty thousand dollars, which at the end of thirty days was duly paid. It was one of the most expensive board bills that any representative of a corporation, and a mean, stingy one at that, ever paid for a three days' visit to a town of its own creation, and the chagrin of the stockholders of that amiable concern reached the utmost limit, when after the buildings had been erected and turned over to the county they were coolly informed how the trick had been worked. No one had thought of anything like this until the director arrived and made himself at home in the immigrant house. Out

of a few sarcastic remarks concerning the penuriousness of the director grew the plan to mulct the town company. The citizens of the county to this day pride themselves on having executed the most successful financial bluff ever perpetrated in Western Texas. And so it happened that Medland county is the only county in Texas that got a court house and jail without paying four prices for them. The town and county have since prospered, and it has rained enough in the surrounding country to afford good pasture for thousands of fine cattle and sheep.



Improved "Chert" Road, North Sixth Street, Fort Smith, Ark.

Notes on Road Building.

Among the numerous publications issued by the United States Department of Agriculture are several very valuable bulletins on road construction. These bulletins should be in the hands of the commissioners of every county in the United States and also in the libraries of the various commercial bodies, progressive leagues, improvement clubs and fruit and truck growers' societies in the land. Indeed, each and every one of these associations should have a permanent good roads committee, whose especial duty it should be to thoroughly study road problems and make the results of its observations known. Much lies within the powers of these associations to bring about needed improvements and an intelligent understanding of the needs of the roads.

The object to be attained in making a good road is to establish the easiest, short-

est and most economical line of travel, and this implies that the road should be firm, smooth, as level as may be and fit for use at all seasons of the year. It should be properly located, so that the grades will admit the drawing of vehicles over it with the smallest loss of energy. It should be properly constructed, the roadbed graded, shaped and rolled, and should be surfaced with the best available material suited to its needs.

The great majority of our public highways will be composed of earth for many years to come, because of the absence of rock, gravel, shells or other hard and durable material with which to build such roads at moderate cost. Not all localities are sufficiently well favored to have these materials at hand, but there are even great possibilities in the earth road, which, under favorable conditions of traffic, moisture

and maintenance, is elastic and satisfactory for pleasure driving and light traffic.

The grade is the most important factor in the location of any kind of a road, and a common error in the laying out of roads is made in the endeavor to secure routes covering the shortest distance between fixed points. For this purpose the road is often made to go over a hill instead of around it. The curve around a hill would probably be no longer than the curve over a hill, and the difference in length between even a straight road and one that is slightly curved is less than many suppose. For instance, if a road between two points, ten miles apart, were made to curve so that the eye could see no farther than a quarter of a mile of it at a time, its length would exceed that of a perfectly straight road between the same points by only one hundred and fifty yards. The laying out of roads on section lines, as is the common practice in most of the western states, has made necessary the crossing and recrossing of hills and valleys without regard to the very large expense of energy and material wasted in trying to travel and haul loads over them, and without regard to the natural drainage or the presence of good road material. By skirting the hills many roads might have been made almost level, or by running them less abrupt up and down the hills, the grades might have been reduced to three or four per cent. When hauling a heavy load, the "bee line" is not always the shortest road.

The proper grade for any particular road must be determined by its conditions and requirements. The ideal grade, of course, is a level, but as a level road can seldom be attained in rolling countries, it is well to know the steepest allowable grades for ordinary travel. A horse can, for a short time, double his usual exertion. He can draw half as much on a four per cent grade as he can on a level. As he can double his exertion in a short time, he can pull twice as much, and the slope or grade which would force him to draw that proportion would therefore be a four per cent grade. On this slope, however, he would be compelled to double his ordinary exertion to draw a full load, and this will, therefore, be the maximum grade if full loads are to be hauled. Three per cent grades are always preferable but often five per cent grades are unavoidable.

Accurate tests have shown that a horse which can pull on a level road 1,000 pounds, can draw only 900 pounds on a rise of 1 foot in 100 feet, 810 pounds, on a rise of 1 foot in 50 feet, 750 pounds on a rise of 1 foot in 44 feet, 720 pounds on a rise of 1 foot in 40 feet, 640 pounds on a rise of 1 foot in 30 feet, 540 pounds on a rise of 1 foot in 25 feet, 500 pounds on a rise of 1 foot in 24 feet, 400 pounds on a rise of 1 foot in 20 feet and 250 pounds in a rise of 1 foot in 10 feet. It will therefore be observed that when the grades are 1 foot in 44 feet, a horse can draw only three-fourths as much as he can on a level. When the

grades is 1 foot in 24 he can draw one-half as much, and on a grade of 1 foot in 10 he is able to draw only one-fourth as much as on a level road. The cost of the hauling is therefore necessarily increased in proportion to the roughness of the surface or the steepness of the grade.

Aside from the hauling capacity of steep roads there are other equally important considerations. Steep roads often become covered with ice or slippery soil, making them very difficult to ascend with loaded vehicles as well as dangerous to descend. During rainy weather gulleys and gaps are frequently cut into them by the rushing waters and much of the surfacing material is carried away. The roughening or softening of the road means either diminished loads or additional horse power. Mud on an ordinary dirt road is just as serious an obstruction to economical transportation as would be a steep incline. The nature of the material used as a road covering has much to do with the economy of wagon transportation, and lucky is the locality that has good road material within easy reach.

On a well made gravel road one horse can draw twice as large a load as he can on a well made earth road, and on a hard smooth stone road one horse can pull as much as four horses can on a good earth road. It is evident, therefore, that a farm four or five miles from market, located on a good hard stone road, is virtually nearer the market than one situated on a soft yielding road two or three miles away. A very striking example of the economy of building macadamized roads (stone roads) is quoted by Mr. Chas. E. Ashburner, C. E. in U. S. Agricultural Department, Bulletin No. 17: "A machine weighing 16,000 pounds was drawn four miles on the Brook Turnpike, a macadamized road. It required four mules (4,000 pounds to a mule) and one and one-half hours of time, at a cost of 15 cents per mule per hour, or a total cost for 4 miles of 90 cents. After traveling four miles on the macadamized turnpike the route lay a little less than 2,000 feet on a dirt road. To travel this 2,000 feet, it was necessary to use ten of the best mules and seven men; and with this force it took nine hours to complete the journey. The cost of traveling the 2,000 feet was \$19.00, at which rate four miles would have cost \$209.08; or in other words, \$208.18 absolutely thrown away for want of a macadam road. A macadam road, such as would have prevented this enormous waste of money, would cost about \$100 per mile for every foot of width; that is to say, a 12-foot road, \$1,200 per mile; a 16-foot road, \$1,600 per mile, etc. One can well realize from this the enormous sum wasted annually by our present almost impassible highways.

Where new roads are to be built, all stumps, roots, rocks, vegetable matter, etc., should be removed and all holes should be filled in with suitable material carefully and thoroughly tamped. The width of the road will depend upon the requirements of its traffic and will vary from twelve feet to

forty feet. Sixteen feet is considered a good width for the majority of roads, though the right of way should be much wider.

The wearing surface of a road must be, in effect, a roof, that is, the section in the middle must be the highest part, and the travelled roadway should be made, by consolidation, as impervious to water as possible, so that the rainfall or melting snow will flow freely and quickly into the gutters alongside. The best shape for the cross section of the road is an arc of a circle with a gradual fall from the center to the sides of about 1 in 20, after the surface has been thoroughly rolled or made compact by travel. Such a surface can be constructed and repaired with a road machine, and a roller can be used upon it to good advantage.

A great variety of materials are used in road construction in different sections of the country. Of course, the stone (macadam) road is the ideal road, but gravel, chert, shells are extensively used, and in Louisiana sugar cane bagasse, sawdust, shavings mixed more or less with sand often make a good hard road, easy for teams and lasting four or five years. In low wet places, the corduroy road, composed of logs and poles sixteen feet long, and covered with a layer of brushwood and a top covering of earth, are in common use. On clay roads a thin layer of sand, gravel or ashes will prevent the sticking of the clay to the rollers or the wheels of the vehicles. In a soil, composed of a mixture of sand, gravel and clay, all that is necessary to make a good road, is to "crown" the surface, keep the ruts and holes filled and the ditches open and free. Clay alone never makes a good road except in dry weather, and sand alone never makes a good road except when wet. Roads running through loose sand may be improved by mixing clay with the sand and slightly crowning the surface.

Water is the most destructive agent to a road. Earth roads are particularly susceptible to the action of water, and therefore too much attention to drainage cannot be given. Drainage alone will often change a bad road into a good one, while on the other hand the lack of it may ruin the best constructed road. Most country roads are too flat on top to shed water; indeed, many of them are not only flat but concave, the center being the lowest part, the sides being too high to permit the escape of the water, which must either soak in or evaporate. It stands long enough to enable the horses feet and the wheels to churn holes and ruts into the road until it became impassable for wagons. Where a porous earth is the only road material, good surface drainage in connection with heavy rolling is usually quite satisfactory, provided the slope is good and traffic not too heavy. With heavy traffic, narrow tires, long continued rains, freezes and thaws, the surface of any dirt road is liable to be completely destroyed, and in such cases the

only remedy is a covering or crust of gravel or broken stone. Perfect drainage is essential with all classes of roads, except sand roads. Nothing will ruin a sand road quicker than to dig a ditch on each side and drain away the water. A sand road must be kept constantly damp and, in fact, any device calculated to retain moisture such as the planting of shade trees is a distinct benefit to the road.

Summing up the essentials to a good road, be it of whatever kind except a sand road, are: the shape of the road surface so as to secure good drainage. This must be "crowned" or rounded up toward the center, thus compelling the water that falls on it to flow rapidly into the gutters, which should be constructed on one or both sides, and from thence to be discharged into larger channels. No water should be allowed to flow across a roadway; culverts, tile, stone, cement or box drains, should be provided for proper subdrainage. As a rule the longitudinal grade should be kept down to one foot in thirty feet and should, under no circumstances, exceed one foot in twenty, while that from the center to the sides should be one foot in twenty feet. The various devices in use for draining, tiling and ditching are fully described in *Bulletins No. 95, 136, 8, 17, 21, 23, 24, 25* and other publications issued by the U. S. Agricultural Department and can be had on application.

More or less good work in road building has been done on the line of the Kansas City Southern Railway. In the vicinity of Joplin, Mo., some of the roads have been covered with a layer of "zinc tailings" (mine waste), which make a good hard, smooth road. Some of the roads leading out of Shreveport, La., are earth roads, but so well constructed as to be serviceable at all times of the year. Their good service is due rather to careful construction than to the quality of the material used.

In Sebastian County, Ark., in the vicinity of Fort Smith, the work of road construction was undertaken in a systematic way by the county authorities. The following extracts from a letter from Hon. W. A. Falconer, county judge, will give some idea how this work was done:

"The movement for systematic and permanent improvement of our highways began here in October, 1902, when our levying court made an appropriation of \$2,000 to be used in macadam work. This sum was offered to that one of the four main thoroughfares which would give the largest sum to secure it. The Greenwood road bid \$2,100 and the necessary stone and the Van Buren road bid \$2,300 and the stone. The appropriation was put upon the Van Buren road, but an offer was made to the Greenwood road to duplicate any sum it might raise. After another trial this road raised \$2,500. Before beginning construction the county purchased a crusher plant consisting of a 15 horse-power second-hand engine, costing \$160 and an 80-ton Aurora crusher at a cost of \$850, there being already on hand a Western road grader, a 3½-ton and



Greenwood Road, near Base Ball Park, Fort Smith, Ark., covered with 'Chert'

a 5-ton horse roller. The help of the office of Public Road Engineers of the Department of Agriculture, of which Hon. Martin Dodge is director, was then secured. The assistant director of this office, Mr. M. O. Eldridge, came here and examined the work and left it in charge of Chas. T. Harrison, road expert. Under his direction the work was started, and about one-fourth of a mile was built. The road was first brought to grade by proper fills and cuts where necessary. The subgrade was prepared by the road grader and the earth sprinkled and thoroughly rolled and made firm and hard; the subgrade having a convex or curvature corresponding to the surface of the completed road, which is sixteen feet wide. This subgrade had shoulders on either side about eight inches high to hold in place the covering material. Four inches of crushed stone were put on and rolled. On this another layer of four inches was put, sprinkled and rolled and finished off with screenings, all the stone being a very good quality of sand stone. The top course of stone was thoroughly sprinkled.

After the government's method was learned, the work continued under the county management until two miles of this road were completed on the Van Buren road. A surface of chert from Stilwell, on the K. C. S. Ry., was used on most of this, though a portion of it was surfaced with zinc tailings from Joplin, each of the three railroads, the K. C. S., the Frisco and St. L., I. M. & S., donating the freight on ten cars of material.

Work was taken up on the Greenwood road and two miles of macadam built there, the surfacing material used being chert from Stilwell, I. T., on the K. C. S. Ry. On

this first work begun by us, the crushed stone cost \$1.35 per cubic yard, delivered on the road; the freight rate on the first chert bought by us was 80 cents per ton (about a cubic yard), the royalty 10 cents, loading 25 cents, and hauling by teams 50 cents; total, \$1.65. We paid \$3 per day for teams, \$1.50 per day for labor.

Later we purchased a ten-ton Kelley Springfield steam roller. The freight rate on chert was reduced to 50 cents per ton and the hauling contracted at 25 cents, delivered on the work. Our first work was very expensive, much being lost in experimenting, etc. Our first mile cost about \$5,000. With better machinery and greater experience the work since has cost about \$3,500.

We have recently completed a stretch of road twenty feet wide, 3,850 feet long, built of a foundation of 6.56 inches of sand stone, unscreened, but broken to a size of about 3 inches, then screenings placed on this and thoroughly rolled; then 6½ inches of chert placed on this and sprinkled and rolled. Number of working days, 54; number of days actually worked, 50; total thickness of road material, 13.06 inches; cubic yards of chert used, 1,558; which cost 10 cents royalty, 25 cents for loading, 50 cents freight, 27½ cents for hauling upon road; total on road, \$1.12½ per cubic yard, equals \$1,720.72. Amount of stone used, 1,546 cubic yards; delivered on the road by contractor, who had use of county crushing plant, \$1.02½ per cubic yard, at total cost of \$1,584.25. Total cost of teams (at \$3 per day of 10 hours), ploughing, grading, etc., \$542.40. Labor (at \$1.50 per day, including overseer at \$3, 10-hour day), \$1,018.81. Cost of coal for steam roller, \$54.00; blacksmith bill, \$15.46; ice, \$3.10;

water for sprinkling, 131 tanks of 450 gallons at 10 cents per tank, \$13.10. Total cost of 3,850 feet, \$5,052.28.

By reducing the thickness of the macadam from 13 inches (this being one of the principal streets leading into Fort Smith), a much cheaper road can be built. For ordinary traffic 4 inches of crushed stone, surfaced with 4 inches of chert will make a magnificent road. In fact most of the roads now built in New Jersey and New York do not exceed 8 inches. But for the greater cost I should prefer two layers of 4 inches each entirely of chert, but it was found cheaper to use one layer of our native stone.

As to the wear of the roads that have been built, it may be said that the road built now nearly two years ago has required no repairs whatever, and has carried very heavy and very constant travel; the others are newer and have not been tested. Enough has been shown, however, to demonstrate that it costs less to keep up the macadam road than it does the dirt road, and those localities not having them are now eager to pay half the cost of building them. They see that their teams and wagons are saved, that one team in half the time will do the work of two and haul a heavier load; that the roads, when improved, become the ready servants of the farmer for any day in the year, instead of his master; that bad weather, if necessary, can be used for marketing while the open weather can be spent in the field; that better schools, better houses and greater comforts follow in the

wake of the good roads; that lands for miles on either side of a good road greatly improve in value. Crops may be diversified, because an easy quick trip to market means the opportunity for the growing of small fruits, and perishable crops, whereas on a rutty, rough road, nothing but coal, corn and cotton can be gotten to market without serious damage to the product.

With a small beginning, without any real conception of what the movement would grow into, we have now, after less than two years' work, without issuing a dollar in bonds, and while still keeping county warrants at par, with the aid of voluntary contributions, but between six and seven miles of macadam, nearly all surfaced with chert. We are now engaged in building seven and one-half blocks of road from Garrison avenue out Sixth street, past the court houses, the National cemetery and the K. C. S. depot, with a foundation of sandstone and a surface of chert that, in my opinion, will be equal to any asphalt pavement. This work will bear the heaviest traffic in the city. Our work is only begun, yet the enthusiasm and interest of the people grows faster than the work.

Our experience with chert may be described in the words of Hon. Sam C. Lancaster, city engineer of Jackson, Tenn., in reply to an enquiry about chert: "It wears better than anything we have found, and when the cost is considered, together with the long life and easy repairs, it is decidedly the best thing for us to use."



Quarrying Slate near Mena, Ark.

The Arkansas Slate Deposits.

Nearly all the merchantable slate deposits of Arkansas are situated in Polk, Montgomery and Sevier counties, and are most easily reached by way of the Kansas City Southern Railway. There are several railway stations—Mena, Gillham and Grannis—which are quite convenient to the deposits and quite a number of corporations have been formed for the purpose of commercially developing the different beds.

The following taken from the bulletin of the United States geological survey contains the findings of T. Nelson Dale in reference to the Arkansas slates.

"Six specimens were examined. No. 1, a black slate (phyllite) from Mena, near Big Fork, is a very superior quality of roofing slate, splitting readily, and not liable to discoloration on exposure.

"No. 2, a black slate (clay slate) from West Caney is a slate of very doubtful commercial value.

"No. 3, a dark red slate from near Big Fork, compares favorably as to cleavability and durability with the red slate of Granville, N. Y., though somewhat darker.

"No. 4 is a reddish slate (phyllite) from an unnamed locality, is intermediate in color between the Granville red slate and the dark red slate represented by No. 3, but it is slightly superior to the latter.

"No. 5, a gray green slate (phyllite) from Mena, seems to be of a rather doubtful value.

"No. 6, a light pea green slate, (phyllite) from an unnamed locality occurs with the reddish slate (No. 4) and is a very superior quality of slate. Its ready fissility, attractive color and the absence of calcium and magnesium carbonate all commend it."

Mr. Dale's conclusions are as follows:

"The remarkably fine cleavage and the absence of calcium and magnesium carbonate in the black (1) and the green (6) renders them exceptionally good. The reddish slate (4) is good and 3 may prove equally so. If Nos. 1 and 6 occurred in a populous region they would doubtless be in great demand for com-

mercial purposes."—U. S. Geological Survey Bulletin No. 235, May, 1904.

The red slate of Arkansas is the second deposit of red slate yet discovered in the world. The only other deposit is found in Washington county, New York, the ledge extending across the state line into Vermont. The New York quarries have been the only shippers of red slate until within the past year, since which time a small amount has been shipped from quarries in Polk county in the state of Arkansas. These shipments have been made after a very careful investigation of the slate by experts who have made it a life-long study, and pronounced it a first class slate.

During the past three years there have been many companies formed to develop the quarries of various colored slates that are to be found in abundance in Polk and Montgomery counties.

There are seven different colors of slate to be found in this part of Arkansas, a condition that does not exist in any other country in the world. Here we have the bright red, dark red, pea and olive green, silver grey, yellow and salmon color, rose colored, pink and blue black. Each color dresses and polishes equal to marble, and by reason of it being cheaper and not as easily broken, is rapidly taking the place of marble in structural and ornamental work, such as lavatory work, mantels, hearths, wainscoatings, cornice work, mouldings, in all shapes, bath and laundry tubs, counter tops, floor tiling, and many other uses. Each color is absolutely free from grit or other foreign substances, and when ground makes the finest mineral paints of their respective colors. Also a fire brick and a fine building brick. These facts have been demonstrated by expert analytical chemists in scientific tests. As will be seen, there is absolutely no waste, as the chippings and saw dust is valuable, and every pound of what in ordinary products is considered waste, in this is fully as valuable proportionately as the product.

When it is realized that Arkansas contains fully ninety per cent of all the

red slate yet discovered, and that it is a commercial commodity of daily use, the attraction for industrial investment is certainly inviting and safe. It is easy to understand that the demand for roofing slate will always be better for the reason that timber is growing scarcer each year, and in certain parts of this country, as well as in foreign countries,

wooden and metal roofs have proved to be expensive and failures. Thus with a demand increasing, and the New York quarries fully twelve months behind with their orders for red slate, and the fact existing that this product is to be obtained in but two places in the world, there ought to be a splendid outlook for a well managed slate industry.

Progress of Mena, Ark.

The town of Mena would be *non-est-inventus* had there been no Kansas City Southern Railway which needed a few new towns on its line in order to do business, and so it happened that on the south side of the Rich Mountain Range, and 1,300 feet above sea level, the town-site of Mena was laid out. It happened to be just the right place for a division terminal, and this fact secured for it the shops and a permanent population to start with. The climatic conditions, soil and natural resources in the adjacent country were capable of easy development, and so it was possible to build up a town of 5,000 people in eight years, where there had been no town before.

Mena is now a good business town with many mercantile establishments, both wholesale and retail, five planing mills, three newspapers, two banks, a businessmen's club, an ice and cold storage plant, an electric light plant, two academies, a fine public school, the building costing \$12,000, seven churches and a splendid system of public water works. During the year 1904 the town has made a splendid growth and there were erected and under contract brick buildings to the value of \$91,760, new residences costing \$107,100, and in contemplation the erection of additional brick buildings to cost \$30,000; a total for one year of \$228,860.

To make possible this growth the adjacent country must have moved apace. It is rich in agricultural and industrial resources. Cotton in quantity varying from 3,000 to 5,000 bales is handled annually in Mena, and in addition thereto there is a large production of corn, oats, wheat, Irish potatoes, sweet potatoes, melons, peaches, pears and berries

of all kinds. Much of the commercial truck and peaches are shipped northward and yield a handsome revenue. Cotton yields from three-fourths to one bale per acre; corn from 20 to 40 bushels, oats from 20 to 40 bushels, wheat from 10 to 15 bushels, potatoes from 100 to 300 bushels and usually two crops per year.

The country round about Mena is very rich in merchantable slate, manganese and lead and zinc ores. Many of these deposits are being developed and naturally tend to increase the business of Mena. Live stock of various kinds is raised in considerable quantity and the facilities, open pasturage, fine water, sheltered range, etc., are all that can be desired.

As a health and pleasure resort Mena and the country surrounding it have few equals, being blessed with a delightful climate all the year round, picturesque and beautiful scenery and numerous springs of medicinal waters. The waters of the Ouachita, Mountain Fork, Rolling Fork, Cossatot, Kiamish, Boog Tugelo, all fine fishing streams, are well stocked with bass, jack salmon, crappies, perch and others of the best varieties of game fish. From ten to twenty-five miles east and west are some of the best hunting grounds in the state, there being an abundance of deer, bear, wild turkey, etc. During the summer months visitors from the Gulf region are very numerous, usually staying a month or two at Mena.

Lands in the country adjacent to Mena are still very moderate in price, ranging from \$5.00 to \$25 per acre and are usually sold on easy terms to intending settlers.



A Day's Turkey Hunt at Janssen, Ark.

Winter Shooting on the K. C. S. Ry.

That the supply of migratory birds has not been seriously diminished during the past shooting season must be evident to any one who has cocked his ears skyward after dark during the last sixty days. The reports from the local sportsmen indicate that the geese, ducks, brant, curlew, snipe and other waterfowl must be assembled, as usual at this time of the year, at their favorite haunts along the lakes, rivers and bayous in Arkansas, Texas and Louisiana and in the salt marshes along the Gulf Coast. The game laws in the several states have relaxed for a month or two, and he who has a grievance against those who wear furs and feathers can have an opportunity to go out and satisfy it.

If he does not want to go far and is content with small game, such as quail, rabbits, squirrels and ducks and geese in season, he can find the same in Missouri near Merwin, Amsterdam, Amoret, Stotesbury, Oskaloosa, Asbury, Swarts and Noel. It goes without saying that the mighty hunters of Joplin, Pittsburg, Kansas City and Neosho will attend to the thinning out of the game in the proximity of their respective cities and that the visitor's prospects for finding game are better at the smaller railway stations.

The Indian Territory, near the stations of Westville, Stilwell, Gans, Red-

land, Poteau, Sallisaw, etc., offers many attractions to the sportsman. Quail, squirrels, rabbits, wild turkeys, and occasionally some deer, are found near the stations mentioned and farther south in the Choctaw Nation, near Heavener, Howe and the smaller stations in that section, bear, deer, turkeys, raccoons, appear to be quite abundant. Parties desiring to hunt over the lands belonging to the five civilized tribes must in each case procure a written permit from the United States Indian Agent at Muskogee, I. T. No fee is exacted for these permits, which are issued at the Indian Agent's discretion to persons who intend to hunt for sport only.

Northwest Arkansas has very little large game, as the country is in places thickly settled. Quail, plover, rabbits, squirrels, opossums and occasionally wild turkeys can be found near Siloam Springs, Gravette, Sulphur Springs, and in Elk river and the Illinois river ducks are found in season.

Small game is found at all places on the line of the railway from Kansas City to the Gulf, but is more abundant in the more thinly settled country between the Arkansas and Red rivers. The best hunting for larger game, such as bear, deer, raccoons, opossums, catamounts, wild cats, wolves, foxes and wild turkeys is south of the Arkansas river, and

these still abound in considerable numbers near Rich Mountain, Mena, Hatfield, Grannis, Janssen, Horatio, Waldron, Heavener, DeQueen, Winthrop, Ashdown and other places. All of these points are much visited by sportsmen during the winter months and usually teams and guides can be secured at moderate expense. As this section of country is well watered by several large streams and their tributaries there is generally an abundance of waterfowl from October to April.

West Louisiana and East Texas still have large game, such as deer, bear, raccoons, opossums, wild turkeys, wild cats, catamounts, wolves, foxes and other "varmints," which are found in considerable numbers in the canebrakes and thickets along the Sabine, Calcasieu and Neches rivers, easily reached from the railway stations of the K. C. S. Ry. A few hours' drive from Mooringsport, Vivian, Mansfield, Many, Leesville, Converse, Zwolle, Beaumont or Lake Charles will bring the hunter to the game. Small game, quail, squirrels, rabbits, plover, etc., are abundant almost everywhere in the uplands. Owing to the greater number of streams, bayous and open lakes, millions of waterfowl congregate in this region during the winter months. While most abundant in the salt marshes near the Gulf Coast, they are found in great numbers everywhere. The salt marshes

constitute the winter resort of myriads of ducks, geese, brant, curlew, herons, pelicans, snipe and other waterfowl that have left the frozen north behind them in search of winter feeding grounds. From October to April they move about in countless thousands and are found in every pool or water hole and in the rice fields. Of land birds there is also an abundance, and quail and plover are within easy reach of Port Arthur, Beaumont, Nederland and Lake Charles.

People who seek a winter residence do so more from consideration of health and the search of pleasure than for serious business reasons. The cities of the Gulf Coast recommend themselves strongly to those who have spent a winter or two there previously. Among the winter resorts Lake Charles, Beaumont and Port Arthur have many attractions. The climate of these cities, even in mid-winter, is balmy and spring-like. The great cold of the Northern States is unknown, and while the Northern farmer is tunneling through snow-drifts, the spring lambs of the Gulf Coast are gamboing on the green. It is an ideal climate for a delicate constitution, and open air exercise is possible nearly all winter. All the places mentioned are on navigable waters, affording splendid opportunities for boating, rowing, sailing and aquatic sports of all descriptions.



A day's Duck Shooting at Port Arthur, Texas.

K. C. S. Territory at the World's Fair.

All the states on the line of the K. C. S. Railway have made very creditable displays of their resources at the World's Fair, and as a rule, they are well represented in all lines. The K. C. S. Railway passes through parts of Missouri, Kansas, the Indian Territory, Arkansas, Texas and Louisiana, and all of these states, besides having their own buildings, have also very fine displays in the various exhibit buildings.

The Missouri display of minerals in the Mines and Metallurgy Palace was very attractively arranged, conveying to the visitor a very clear idea of what resources of this kind the state is provided with.

Lead, zinc, iron, coal of course predominated though there was an abundance of fine specimens of other ores, clays, building stones and manufactured mineral products. The unfortunate feature about the World's Fair was the classification of exhibits by which the resources of a state were scattered and located in a number of buildings instead of having them in one great collection. For the reason stated it becomes almost impossible to form any idea of what the general resources of a state are and also impossible to make a general comparison.

Missouri's fruit display was a very fine one. Missouri had more jars of fruit, preserved in liquid than any other state and these have been an important factor in making the fruit display attractive. At the opening of the Fair the tables were kept covered with apples, kept in cold storage and a good display of nuts grown in Missouri. Later fresh strawberries were shown, then came displays of cherries, peaches, plums and summer apples of various kinds. On August 15th a car load of fine peaches was presented to the visitors to the exhibit. Fall and winter apples then took possession of the tables, and later on an unsuspecting public was invited to test a car load or two of Missouri apples. The Missouri fruit exhibit,

installed at a cost of \$50,000, was one of the most attractive displays on the ground. The magnificent Missouri state building, and also the beautiful Kansas City Casino, were daily visited by thousands of people.

Arkansas has provided a distinct surprise in the completeness and richness of her mineral display. Lead and zinc ores were shown from a number of districts, some specimens coming from Northwestern Arkansas, and others from the Southwestern part, notably Polk, Sevier and adjacent counties, where a great lead and zinc mining industry is rapidly developing. Among the numerous specimens of ores and useful minerals are large blocks of phosphate rock from Independence and Searcy counties, immense chunks of coal from various localities, including semi-anthracite, bituminous, semi-bituminous and lignite coals, specimens of bauxite ore, used in the manufacture of aluminum. Asphalt from Pike county, building and roofing slate in various colors from Polk and Sevier counties, valuable building stones, Hot Springs novaculite, iron ore in various forms, manganese, red and yellow ochre, Ozark white lime, White Cliffs cement, chalk, fullers earth, selenite, baryta, antimony, ornamental stones, valuable clays and manufactured products of these ores, clays, etc., etc., form the rest of the display.

The state's exhibit in the Palace of Forestry, Fish and Game was one which cannot be duplicated from any other single state in the Union. The great variety of valuable woods, shown both finished and plain, amazed all who saw this display. All the other displays made by Arkansas in the different exhibit halls will stand comparison with those of any other state, particularly so the splendid exhibit of agricultural resources in the Palace of Agriculture.

The Arkansas fruit display consisted entirely of fresh fruit, replenished from day to day as the different varieties matured and were ready for the markets.

No attempt was made to enhance the attractiveness of the fruit display by elaborate ornamental work. The fruit itself was the display and the ornamentation and the visitor passing this immense collection of perfect apples, peaches, pears, plums, berries could not avoid being impressed with the idea that Arkansas is the greatest fruit producing state in the Union.

Texas had a beautiful star shaped building on the grounds which was used almost exclusively for holding reception, piano and vocal recitals and afforded a likely place where ambitious orators could unload their sentiments on an unsuspecting public occasionally caught napping. The proper representation of Texas, as it is, was to found in the Horticultural Palace, the Palace of Agriculture, the Mines and Metalurgy Palace and the Palace of Forestry, Fish and Game. These exhibits were very full and complete and were worth a good deal of any man's time to study and examine. Texas can and does produce any crop grown in the United States, from spring wheat to rice, from crab apples to oranges and figs; has nearly every known variety of timber growing in the United States and nearly every mineral found in other states, including iron, coal, lead, silver, gold, quicksilver, copper, oil, zinc, asphalt, etc., etc.

On the crest of the hill south of the Government buildings stood a reproduction of the old "Cabildo" in which the actual transfer of the Louisiana purchase took place on December 20, 1804. It was the official home of Louisiana at the World's Fair. It was furnished with priceless paintings and historic treasures of the years gone by and typic-

ally represented the Louisiana of the past.

In the Forestry building one could learn to his surprise that Louisiana stands second in the lumber production of the United States. The most excellent display of pine, cypress and other timbers gave a good idea of the forestry resources of the state. The wide range of its agricultural resources could be appreciated in the display of every variety of farm, garden and orchard product, including wheat from Northwestern Louisiana and oranges from the southern part of the state. The mineral display was a good one, showing products of the greatest sulphur mines and salt mines in the world, supplemented by exhibits of oil, building stone, clay, coal, iron ores, etc., maps showing the levee systems and the irrigation systems and a working model of the United States dock at New Orleans, were open to those interested in matters of this kind and in the Transportation building were illustrated the methods of Mississippi river transportation in the last one and one-half century. The processes of manufacturing sugar, milling rice, irrigating rice, ginning and baling cotton and manufacturing "perique" smoking tobacco and cigars and tobacco were shown. Louisiana's exhibit was full, complete, and comprehensive and was a revelation to those who visited it.

The Indian Territory had a good exhibit, covering almost its entire range of agricultural and horticultural production and also had a good display of its timber and mineral resources. The exhibit was not as large as that of some of the states, but gave a good idea of what there is in the Territory.

Home Seekers' Rates.

On first and third Tuesdays of each month during 1905, home seekers' round trip tickets are on sale from Kansas, Missouri, Illinois, Iowa, Wisconsin, Nebraska, Minnesota and South Dakota to all points on Port Arthur Route at rate of one fare plus \$2.00, with return limit of 21 days after date of sale, good for stop-overs at all points en route on Port Arthur Route on both going and return trip. For further information regarding rate, write to

S. G. WARNER,
G. P. & T. A., K. C. S. Ry., Kansas City, Mo.

Agricultural Attractions of Western Louisiana.

Bordering on the Texas state line and on Sabine River, and traversed by the Kansas City Southern Railway, are the parishes of Caddo, De Soto, Sabine and Vernon, which probably afford more attractions to the homeseekers of moderate means than any other section of country still having a considerable acreage of lands open for settlement. Western Louisiana is a region having a diversity of soils suitable for many purposes. The alluvial lands extending along Red River, Sabine River, Calcasieu River and their numerous tributaries, are among the most productive in the world, not being excelled even by the lands of the Nile Valley. The agricultural possibilities of the uplands or hill lands are as great and varied as those of any section of like area on the globe. It is possible in these parishes, which cover an area of 4110 square miles, to produce crops, fruits and plants, not only of the semi-tropical, but those of the tropical and temperate zones as well. The agricultural possibilities are only limited by the ability of man to labor and to dare and do.

West Louisiana's topographical features present a rare combination of rolling hills and creek bottoms, wide valleys bordering on navigable rivers and bayous, and great stretches of almost level alluvial lands. The hills are undulating rather than rugged and present no obstacles to cultivation. They afford a variety of soils that offer ideal conditions for the small farmer and the stock raiser. The climatic conditions leave little to be wished for. There is little or no real wintry weather; excepting the occasional rainy days there is scarcely a day in the year in which a man could not labor out in the open air. The heat of summer is tempered by the breezes which blow from the gulf and in the open fields and in the shade of the trees the farmer's domestic animals find comfort and good living with little exertion. There are more days of

sunshine in the course of a year than even Italy can boast of, and blizzards and cyclonic disturbances are unheard of.

In the years previous to the war and for years afterward up to the development of the country by railroads, little or no effort was made to produce anything except cotton, corn, sweet potatoes, peas, melons and a few vegetables and fruits usually grown in the home orchards and gardens. No effort was made to produce any money crop, save and except cotton. Everything else was produced for home consumption, including hogs and cattle of inferior variety.

The now ample railway facilities have changed all this. Agricultural experiment stations have been established; farmers institutes have been organized and everything has been done to encourage diversified farming, truck growing, fruit raising and high-grade live stock has been introduced in great numbers. The progress made along these lines, even in a short time, has been marvelous. In addition to the field crops common to the states of the temperate zone, including corn and grain, all varieties of sorghums, root crops, etc., West Louisiana produces cotton and ribbon cane, upland rice, etc., and in truck farming it can mature crops from two to six weeks in advance of the middle, northern and northwestern states.

As stated, cotton raising has been for years the engrossing pursuit of a larger part of Louisiana's population. The profit in the business varies from year to year. Some idea of the possibilities may be obtained from the following statement, which can be duplicated in many parts of the state: Mr. H. P. Fisher of Keachi, La., purchased last winter (1903) 760 acres of hill land for \$2,000, payable in three installments, bearing 8 per cent interest. Mr. Fisher's crop for the season was 120 bales of cotton, valued at \$6,000, and 800 bushels of corn of a value of \$480; total, \$6,480. He worked his labor under the half crop system, which made the profit to Mr. Fisher, \$3,240. He had purchased the

land without capital, operated his plantation without capital and produced in cotton in the one season, three times the value of the farm. The yield of cotton depends much upon the cultivation it receives. On the rich Red River bottom lands crops of four bales to the acre have been recorded though one bale is a good average for bottom lands. Three-fifths of a bale is considered a good crop on the uplands.

Corn varies in yield from 30 bushels to 75 bushels to the acre, though 100 bushels and more are sometimes produced. The larger crop is the bottom land product. On the hill lands the average crop is smaller, except where fertilized. Under fertilization the uplands yield corn as bountifully as do the bottom lands. Corn and cotton on the uplands grown in rotation with alfalfa should produce excellent crops. Cotton crops have been doubled and trebled in this way. The cultivation of alfalfa is a new development in Louisiana. This remarkable forage plant is at home on the alluvial lands and its successful cultivation on the bottom lands presupposes its ability to grow elsewhere on favorable soils, as the climatic conditions are very favorable. It should grow equally well on the hill lands. Where cultivated it yields from two to five tons per acre, and alfalfa hay sells readily for \$10 to \$15 per ton. The Baton Rouge, La., experiment station reports an income per acre of \$80 for alfalfa. Mr. J. P. Ives, of Des Arc, near Shreveport, has harvested six crops of alfalfa, averaging three-fourths of a ton per acre each, total four and one-half tons per acre in one season. He sold his hay at home for \$15.00 per ton. His farm is worth about \$40 per acre, but his crop for one year was worth \$27.50 in excess of the value of the land.

There is not a better forage or fertilizing crop than peas. When threshed and put on the market they sell readily at from \$1.25 to \$1.50 per bushel, and from fifty to sixty bushels are grown to the acre.

Oats are grown very successfully, although cut for hay only. They make about two tons per acre. They are sown in the fall, generally in September or October, and are pastured during the winter months. By the first of March the cattle are taken off to allow the crop

to mature, which it does by May or June. The crop is mown while the grain is still in the dough. Though seldom threshed in Louisiana, an oat crop would yield of threshed from 35 to 40 bushels of oats to the acre. Rye and wheat are also sown for winter pasturage. Wheat can be and has been successfully grown for milling purposes, but, owing to the absence of mills, little was done to insure a large production of this grain.

The natural grasses are more or less valuable for stock raising, the carpet grass being considered the best. It will grow anywhere and is an excellent pasture grass. Bermuda grass, originally introduced from elsewhere is a complete food, chemically considered containing all the nutriment required for building bone and flesh much the same as blue grass. It will stand any amount of trampling without being injured and the shorter it is pastured the better. It grows almost anywhere and is easily set for pastures, crowding out all other grasses in a few months. On an average soil during a fair season it will easily maintain one cow per acre. Bermuda grass alone will fatten cattle sufficiently to meet the requirements of the butcher. In Louisiana this grass will be good for pasturage fully eight months in the year and sometimes lasts from April to the following January.

More or less tobacco has been grown in Louisiana for the better part of a century, but within the past few years it has been demonstrated that the several hill parishes and several counties in Texas can produce the finest cigar filler and wrapper tobacco in the United States. Some of the very finest tobacco was grown near Shreveport. Mr. H. S. Elder, of Shreveport, who is a manufacturer as well as grower of tobacco is authority for the statement that Cuban tobacco grown without a shade will net from \$85 to \$150 per acre profit; and that all Cuban seed grown under a shade will yield a net profit of from \$500 to \$1,000 per acre. Shade grown tobacco will yield from 1,000 to 1,400 pounds per acre and tobacco grown without the protection of a canvas yield from 500 to 800 pounds. It will thus be seen that in order to raise tobacco most successfully, a canvas shed must be erected, enabling the grower to raise from 400 to 600 pounds more than he otherwise could.

Quite a number of farmers are raising tobacco in the vicinity of Shreveport. Mr. W. J. Dyer, of this place, has raised sixteen crops of tobacco in Missouri and is now engaged in the business here. Experts say that Louisiana is superior for tobacco growing to Florida or Connecticut, and in every respect as good as Vuelta Abajo in Cuba. The red lands are best adapted to tobacco. They consist of a heavy, rich, red or chocolate loam. This soil is underlaid by a stiff red clay, which in many places grades imperceptibly into weathered green sand marl.

Commercial fruit and truck growing has developed greatly in Louisiana during the last six or seven years. Half a dozen stations on the Kansas City Southern Railway ship early potatoes, which reach the northern markets in May and June. Peaches, pears, figs, grapes, early apples, strawberries, black berries and dewberries are being cultivated with pronounced success and larger orchards and vineyards are being planted each year. The average prices obtained for peaches is from \$1.50 to \$3.50 per bushel, and growers have made as high as \$400 an acre. Two hundred bushels of pears per acre are produced, selling ordinarily at fifty cents per bushel. Most varieties of berries grow wild in great profusion and the domestic varieties

yield handsome returns. Mr. A. K. Clingman, of Keithville, La., during the season of 1904 shipped all his peach crop in refrigerator cars northward and received as much as \$4 per bushel for the best of his crop. Mr. B. W. Marston, of East Point, shipped three car loads of peaches from 300 peach trees planted in 1899. Mr. Frank Leckle, of Shreveport, sold \$1,100 worth of pears from his 5-acre orchard. One farmer at Jewella sold in Shreveport his cabbage crop from two acres, which netted him \$560. The Standard Orchard Company, of Scottsville, Tex., during the season of 1903, raised and shipped 55 cars of melons, which were grown between the trees in their orchard, paying entirely for the 200 acres of land. Okra, egg plant, rhubarb, onions, cabbage, cantaloupes, etc., can be successfully grown at any of the stations on the line of the Kansas City Southern Railway. Lack of organization in the matter of concentrating and shipping fruits has prevented the forming of great local fruit markets, but these difficulties are being rapidly overcome, by colonizing fruit and truck growers in locations best suited for these purposes. This work is being undertaken by the Kansas City Southern Land and Immigration Co., of Kansas City, Mo.

The City of Pittsburg, Kas.

Mention of the growth of Pittsburg, Kas., has been made in several issues of "Current Events" from time to time as information on the subject was obtainable. A very full account of the last year's growth appears in the "Pittsburg Headlight" of September 10th, from which the following information has been compiled:

In 1867 there were on the present site of Pittsburg a few farmers, and until 1880 there was little improvement. Coal had been discovered a few years before that date. In 1880, when the town of Pittsburg was incorporated, there was a coal mining population of 1,000, and in the town itself about twenty houses. The tax valuation amounted to \$52,570 in 1881. From that time on there was a

rapid growth, and in 1890 Pittsburg had 7,284 inhabitants and the taxable values were assessed at \$839,900. In 1904 the population had increased to 14,368 and the taxable values to \$1,489,650. The increase in population in 1903-4 alone was 1,252.

The coal production in 1879 amounted to 200,000 tons, valued at \$270,000. In 1890 it had reached 2,516,054 tons and was valued at \$3,607,375; and in 1904 amounted to 7,000,000 tons, valued at \$10,000,000.

The local improvements made during the year 1904 required the expenditure of \$3,000,000, and consisted of 700 private dwellings, 82 business buildings and 30 buildings erected for housing manufacturing enterprises of various kinds.

Two hundred and thirty thousand dollars were expended in the erection of six public and semi-public buildings, and 80 new industries were established during the year. The taxable valuations have been increased to \$5,000,000. The larger industrial enterprises now in operation at Pittsburg are reported as follows:

The Kansas City Southern Railway shops, employing 500 men, with monthly payroll of \$30,000; the Pittsburg Vitri-fied Paving and Building Brick Co., monthly payroll, \$7,000; Pittsburg Sewer Pipe and Conduit Co., monthly payroll, \$6,000; Pennsylvania and Kansas Powder Co., monthly payroll, \$10,000; United Iron Works, payroll, \$4,000; Pittsburg Smelting Co., payroll, \$6,000; Pittsburg Zinc Co., payroll, \$5,000; Hull & Dutton Packing House, payroll, \$3,000; Custodis Brick Works, Pittsburg Hydraulic Stone Co., Crawford County Creamery Co., Chreokee-Lanyon Smelting Coke Co., Pittsburg Mattress Co., Standard Ice Co., Pittsburg Ice Co., Pittsburg Planing Mill Co., Sanford-Robinson Co., corn products; Modern Milling Co., flour; Belknap Milling Co., flour; Pittsburg Brick Co., Pittsburg Gas and Electric Light Co., Pittsburg Water Supply Co., Pittsburg Electric Power Co., Pittsburg Marble Co., Branham-Hill Marble Works, Belis Bros. Bread Bakery, Rocky Mountain Gun Works, Rhode Bottling Works, Frisco Railway repair shops; Pittsburg Boiler Works, Pittsburg Robe Tannery, Pittsburg Book Bindery, Burch Planing mill and seven cigar factories.

The daily output of these several industrial enterprises is reported, including the coal mines, at 12,000 tons of coal, 10,000 paving brick, 10,000 building brick, 3 car loads sewer pipe, 1 car load tiles, 1 car load fire clay products, 3 car loads chimney brick, 5 car loads building brick, 1 car load of mining powder, 8 finished railway cars, 2,600 pounds corn products, 20 tons of zinc spelter, 1,000 pounds of butter, 200 gallons of ice cream, 3,000 cigars, 20 mattresses, castings valued at \$500, railway repairs valued at \$5,000, cement stone valued at \$300, \$1,500 sacks of flour, 3 car loads of packed and cured meats, 5 car loads of ice, 2 car loads of coke, 1 car load of sash and doors, 2 car loads of marble products, 1 car load of baked bread, 1 car load of bottled goods, steam boilers,

blank books, carriages, tanned hides and other manufactured products.

The monthly payroll of Pittsburg during 1904 is reported as follows: Miners and mine workers, \$350,000; railway men, \$50,000; railway shops, \$35,000; clay industries, \$20,000; smelting industries, \$11,000; other manufactures, \$50,000; building trades, \$100,000; total, \$616,000. The other trade professions, skilled and unskilled, bring the monthly payroll up to fully \$1,000,000. The Pittsburg coal field covers an area forty miles in length by ten miles in width, extending northeastwardly and southwestwardly, Pittsburg being in about the center of the field. The population of the whole coal field is about 70,000, divided into sixty-two mining camps, with populations varying from 100 to 4,000 and 5,000. One hundred and eighteen coal mines are in actual operation.

At the close of the year 1904 Pittsburg stands as follows in the list of thriving, prosperous cities: It has 7 modern school buildings, costing \$230,000; the Kansas Manual Training Normal College, a state institution; 11 other educational institutions; two modern hospitals and a large free library, a city hall and a court house, costing \$60,000; 20 church buildings; an opera house seating 2,000 people, costing \$50,000; a sewer system, comprising 16 miles of sewer mains and costing \$115,700; 39 blocks of paved streets, 25 paved with vitrified brick, 14 with gravel and 35 blocks under construction, and 35 miles of brick sidewalks; an artesian wells water supply and a perfect system of water works; 2 electric and 1 gas light plant; 12 miles of electric street railway. In the city there are also four of the finest parks in the state of Kansas and many miles of fine, shaded avenues and drives, an excellent fire department, two complete and modern telephone systems and a fire alarm system. The school enrollment is over 3,000 and 50 teachers are employed. The Normal College, Business College and High School have between them 1,325 students.

The future development and prosperity of Pittsburg will depend largely upon its coal mining industry. It is claimed that there is coal enough in the Pittsburg field to last a century. At the present time the mines of the field employ

11,835 men at the mines, not counting office employes, etc., which would increase the number of employes to 15,000. Estimating the average wages at \$50 per month, the amount of money paid out per month in the coal industry alone would be \$750,000.

The largest coal companies in the district are the Central Coal & Coke Company, which operates fourteen mines; the Mount Carmel Coal Company, which operates four mines; the Western Coal & Mining Company, with six mines; the Wear Coal Company, with seven mines; the Pittsburg & Midway Coal Company, with four mines; the Crowe Coal Company, with six mines; the Nevius Coal Company, with three mines, the Hamilton Coal Company, with three mines; the Southwestern Development Company, with four mines, and the Pittsburg Coal Company, with three mines. There are numerous smaller enterprises, the gross output of the field being over 7,000,000 tons.

To make possible so large a production it is necessary that the proper transportation facilities be available. These consist of the St. Louis & Wichita division of the Missouri Pacific, the Topeka & Joplin division of the Missouri Pacific, the Kansas City Southern main line, the Kansas City & Carthage division of the

'Frisco system, the Joplin branch of the 'Frisco, the Wichita division, the Cherryvale branch and the Arcadia branch of the 'Frisco and the Santa Fe Ry.

The presence of very cheap coal and excellent transportation facilities has stimulated a great and growing manufacturing industry, which is increasing in magnitude from year to year.

The lines of goods manufactured in Pittsburg at the present time are iron castings, curbing, counter work, cabinet work, carpets, drugs, drain pipe, foundry products, fire clay products, fire brick, flour, feed, furniture, granite stone work, hydraulic machinery, hollow building blocks, harness, hydraulic stone, ice cream, locomotives, mining machinery, meal, marble goods, mattresses, meats packed and cured, mill products, matting, paving brick, pit cars, mineral waters, railway equipment, ruled goods and blanks, rugs, robes, spelter, saddlery, sashes and doors and blinds, sewer pipe, smokestacks, tiling, tanned hides, tents, wagons, yeast, artificial ice, awnings, boilers, bridge steel, bread and bakery products, building brick, blank books, bottled goods, brooms and brushes, butter, bicycles, cars and coaches, conduits, chimney brick, carriages, candy and confections, coke and cigars.

West Louisiana as a Stock-Raising Country.

Stockraising as a special business was not carried on in Louisiana until within the last ten years. Farm stock and milch cattle, inferior breeds of hogs and of sheep were, however, quite common. So little attention was given to the raising of cattle that, like the famous Topsy in "Uncle Tom's Cabin," "they just grewed" without any special care of the owner. The milch cattle, of course, were regularly fed to induce them to come home at the proper time and be milked. The breed of sheep raised, as a rule, was more ornamental than useful, and the greatest virtue possessed by the native hogs—which sought their living in the mast of the forest—was their ability to outrun the darky who wanted pork.

The people of Louisiana have been accustomed for generations to raise cotton only, which provided them with the necessities of life, plentifully at times, meagerly at others, but always with rather little exertion. The other branches of agriculture, which might have been pursued profitably at all times, were much neglected and largely unknown to the actual tillers of the soil. Only in the last decade has the question of profitably raising live stock been seriously considered and studied. Several difficulties in connection with the business had to be overcome and the most serious drawback was the acclimating of northern bred stock. This question was thoroughly studied at the Experiment stations and the problem



Shorthorn Herd, Aug. Mayer's pasture, Shreveport, La.

of acclimating cattle brought from above the quarantine line has been practically solved by immunization through artificial inoculation.

Pure bred northern cattle and also other improved farm stock for breeding purposes have found their way all over the South, West Louisiana included. Whenever an earnest and well directed effort was made, success has always attended the venture.

In the last few years several of the sawmilling companies have placed cattle on their timber lands, and at Frierson, La., and near Shreveport, are several very fine herds, which have demonstrated that fine cattle can be raised just as safely and profitably in Louisiana as elsewhere. The Stewart-Norman Ranch at Frierson and the Shreve Island Ranch near Shreveport have as fine herds of Shorthorns and Polled Durham, etc., as can be found anywhere.

Systematic effort and experiment can only determine what the capabilities of a section are, and in this direction much valuable work was done by the Baton Rouge Experiment station. At this station it was conclusively proven that northern steers can be imported, immunized, kept on pasture and finally fed off on Louisiana products, without the use of corn, and top with them the

Chicago market by forty cents per hundred. Prof. W. J. Spillman, of the U. S. Department of Agriculture, reports on the experiment as follows:

"The whole South is to be congratulated on the results of a steer-feeding experiment, just completed by Professor Dodson, of the Louisiana Experiment station. He fed a bunch of well-bred steers obtained from Illinois and rendered immune against Texas fever by vaccination, keeping them on the experiment farm over two years. During this period they were part of the time on pastures badly infested with ticks, in order to test the effect of the ticks on cattle under such conditions. The writer has always maintained that the South would some day lead the north in the production of beef cattle, because it could grow more feed to the acre and more kinds of feed that are valuable for beef production. The one thing needed to make this argument effective was to have a car load of southern fed steers top the Chicago market. This has now been done, for the car load of steers sent by Professor Dodson sold for forty cents a hundred more than any other car load of cattle sold that day, and within ten cents of the highest price paid for any cattle during the previous week. Hereafter there is no excuse for saying that mar-

ket toppers cannot be produced in the South. I cannot regard this steer feeding experiment as less than epoch making for the agriculture of the cotton states. It demonstrates all that is needed is well bred beef cattle to make the South a strong competitor with the North in beef production.

In the matter of production of food-stuffs needed for the raising of horses, mules, dairy and beef cattle, sheep, swine and poultry, there is practically no limit. The bill of fare is a long one. Alfalfa may be pastured all winter through. In the vicinity of Shreveport there are about 5,000 acres of this most valuable forage plant. Japan clover (*lespediza striata*) grows luxuriantly as a volunteer crop in the hill and bottom lands alike, furnishing excellent hay and fine grazing. For permanent pasture, from April 1st until late in the fall Bermuda grass furnishes a pasture which cannot be surpassed. It stands an unlimited amount of tramping, and is essentially a sun plant. All kinds of stock delight in it and it produces the best of flesh in all animals. Oats or rye may be sown from September until late in February, the earlier planting furnishing splendid winter pasture, and after the stock is taken off in the spring, when the native grasses have put out, yields a ton and a half to two tons of the finest hay per acre, harvested from May 15th to June 1st.

Forty bushels of corn can be grown to the acre by giving the crop three or four plowings during the season or putting as much work into the crop as the average Northern farmer does. Crimson clover grows to perfection, and the greatest of all forage plants. Alfalfa yields from four to six cuttings per acre on the bottom lands. It stays green the whole year round, with an occasional destruction of all the tops by frost, which does not always put in its appearance. Louisiana is also the country of the cow pea, all the varieties doing well, and the trailing ones making tremendous vines. All sorghum, saccharine and non-saccharine, flourish from April 1st until the frost kills them. Sorghum poisoning

is unknown in Louisiana. It has been pastured in all its stages of growth, green, dry and when frost bitten, without evil results.

In addition to these forages there is an abundance of valuable feed concentrates in the by-products of the cotton seed oil mills of Northern Louisiana and the sugar and rice mills in the southern part. Enough cotton seed meal, hulls and cake are produced in Shreveport alone to fatten 100,000 steers and leave plenty of meal for export to the Northern States and Europe, and in addition to this there is available an enormous output of rice bran and polish, most of which now goes to Europe.

Molasses, cotton seed meal and rice bran have recently been very successfully employed in preparing a balanced ration for mules and horses, thereby lowering the cost of feeding of this work stock to one-half of its former cost.

The silo, filled with a variety of plants, is as much of a success in Louisiana as it is in Wisconsin, with the additional advantage that larger silage crops per acre can be grown in Louisiana and at a smaller cost than any where else in the country.

High-grade hogs are now quite numerous in all parts of the state and in the hill parishes like Vernon and Sabine are great flocks of sheep which prosper in the pine forests and cut-over lands of that section; in fact, the wool shipments are beginning to form quite an item of revenue.

It is not any more too hot here in Louisiana for the raising and feeding of stock than it is too cold in Iowa or Kansas or Canada for the same pursuit. If it is at times rather cold in northern counties for stock to do well they know how to provide against the excessive cold by the building of substantial barns. So in turn, if it is at times too hot in summer in Louisiana for stock to do its best we ought to be equal to the emergency by providing cheap sheds where the cattle can find shelter, or what is still cheaper, give them a chance to hide in a thicket of woods, to be seen here on every hand.



The Country's Crop of 1904.

The Secretary of Agriculture has just issued his annual report. The report treats of the progress of the various branches of husbandry, and regarding the poultry industry it says:

"The steady advance in poultry leads to some astonishing figures. The farmers' hens now produce 1 2-3 billions of dozens of eggs, and at the high average price of the year the hens during their busy season lay enough eggs in a single month to pay the year's interest on the national debt."

After a careful estimate of the value of the products of the farm during 1904, made within the census scope, it is safe to place the amount at \$4,900,000,000, after excluding the value of farm crops fed to live stock in order to avoid duplication of values. This is 9.65 per cent above the product of 1903, and 31.28 per cent above that of the census year 1890.

Some comparisons are necessary to the realization of such an unthinkable value, aggregating nearly five billions of dollars. The farmers of this country have in two years produced wealth exceeding the output of all the gold mines of the entire world since Columbus discovered America. This year's product is over six times the amount of the capital stock of all national banks; it lacks but three-fourths of a billion dollars of the value of the manufactures of 1900, less the cost of materials used; it is three times the gross earnings from the operations of the railways, and four times the value of all minerals produced in this country.

The year 1904 keeps well up to the average of exports of farm products during the five years 1899-1903, amounting to over \$859,000,000, while the average for the five years was nearly \$865,000,000. During the last fifteen years the balance of trade in favor of this country, all articles considered, exceeded \$4,384,000,000, but taking farm products alone, these showed a balance in our favor of more than \$5,300,000,000.

Reviewing the increase in farm capital, the Secretary estimates it conservatively at \$2,000,000,000 within four years

—this without recognizing the marked increase in the value of land during the past two years. The most startling figures shown as illustrating the farmers' prosperity are those presented by deposits in banks in typical agricultural states. The Secretary selects for this illustration Iowa, Kansas and Mississippi. Taking all kinds of banks, national, state, private and savings, the deposits increased from June 30, 1896 to October 31, 1904, in Iowa, 164 per cent; in Kansas, 219 per cent, and in Mississippi, 301 per cent—in the United States, 91 per cent.

The chief purpose of investigations in fruit marketing has been the determination of methods best adapted to the harvesting, packing, storing and forwarding of fruits to points relatively distant, with a view to developing a wider demand for them. Much attention has therefore been given to the development of the trans-Atlantic export trade. Large and profitable shipments of Bartlett pears were made from Eastern orchards to British markets. It is known that more than 75,000 packages of this variety were exported, while the total shipments of Eastern grown summer and fall pears amounted to at least 165 car loads.

An encouraging beginning has been effected in commercial shipments of American apples to French markets. The most important experimental export work has been done upon winter apples. The proportion exported has risen from less than 1 per cent of the estimated total in 1899-1900 to nearly 4½ per cent in 1903-1904—a total of over 2,000,000 barrels, valued at nearly \$5,500,000.

The cold storage of fruit has grown to large proportions, nearly 3,000,000 barrels having been cold-stored in the United States during the last winter as a result of investigations during the past year. Fruit intended for storage must be handled with the utmost care in picking, packing and shipping, and stored quickly after picking in well-ventilated rooms with a temperature from 31 degrees F. to 32 degrees F.

Standard Weights and Packages in Common Use by Fruitgrowers and Truckers in Texas.

The dimensions and weights of fruit and truck packages, as set forth below, have been ordered by the Texas railroad commission, as the standard package for use in handling and shipping these commodities. The various fruit and truckgrowers' associations have approved of their use as the Texas export amounts to over 7,000 carloads, and the business has been carried on for a number of years. Practical experience has demonstrated the usefulness of the form and weight of packages provided for.

1—Beans, peas, okra and peppers—1 bushel boxes, 30 pounds; 1-3 bushel boxes, 10 pounds.

2—Irish potatoes and onions (dry)—Flour barrels, 150 pounds; 1 bushel boxes, 60 pounds; 1-3 bushel boxes, 15 pounds; 1-4 bushel boxes, 12½ pounds.

3—Tomatoes—1-3 bushel boxes, 18 pounds; 4 basket crates, 20 pounds.

4—Squash—Flour barrels, 125 pounds; 1 bushel boxes, 35 pounds; 1-3 bushel boxes, 12½ pounds.

5—Cucumbers—Sugar barrels, 200 pounds; flour barrels, 150 pounds; 1½ bushels boxes, 60 pounds; 1 bushel boxes, 40 pounds; 1-3 bushel boxes, 15 pounds; ¼ bushel boxes, 12½ pounds.

6—Mustard and green onions—Sugar barrels, 70 pounds; flour barrels, 60 pounds.

7—Beets, carrots, radishes and turnips, all with tops—Sugar barrels, 110 pounds; flour barrels, 90 pounds; crates 16x16x26 inches, 50 pounds.

All without tops—Sugar barrels, 125 pounds; flour barrels, 90 pounds; crates 16x16x26 inches, 50 pounds.

9—Cauliflower—Flour barrels, 85 pounds; crates 12x18x24 inches, 50 pounds.

10—Cantaloupes—Crates 12x12x24 inches, 40 pounds; climax baskets, 15 pounds.

11—Egg plant—sugar barrels, 110 pounds; flour barrels, 90 pounds; crates 12x12x24 inches, 40 pounds.

12—Cabbage—Crates 20x20x28 inches, 100 pounds.

13—Lettuce, parsley and spinach—Flour barrels, 60 pounds.

Note.—The above estimated weights shall apply on the article named in straight packages, except as otherwise provided in items 6, 8 and 13.

Standard Packages.

While there is no uniform package rule enforced, this list of packages has been approved by the various unions:

Tomatoes, 4-basket crate.

Cucumbers, 1-3-bushel box and 1-bushel box.

Beans, 1-3-bushel box or ½-bushel basket.

Okra, 1-3-bushel box.

Peas, 1-3-bushel box or ½-bushel basket.

Radishes, sugar barrels with piece of ice in center, or ½-bushel basket.

Green onions, ½-bushel baskets.

Dry onions, 1-bushel boxes.

Beets with tops, 1-bushel boxes or barrels.

Spinach, barrels with piece of ice in center.

Cantaloupes, standard crate, 12x24, holding 45 melons, or basket holding 1 dozen.

Cabbage, crates, standard, 22x32.

Pears, 1-bushel boxes.

Strawberries, quarts.

Open Season in Various States.

Missouri.

Deer—October 1st to January 1st.

Grouse, Turkey, Prairie Chicken,

Quail—November 1st to January 1st.

Woodcock and Doves—August 1st to January 1st.

Ducks and Geese—October 1st to April 1st.

Kansas.

Deer—September 1st to January 1st.

Grouse and Prairie Chickens—August 15th to October 1st.

Quail—November 15th to January 1st.

Ducks—September 1st to April 25th.

Certain counties excepted.

Indian Territory.

Game cannot be shipped out of the Territory. Parties desiring to hunt over the lands belonging to the five civilized tribes must, in each case, procure a written permit from the United States Indian agent at Muskogee, I. T. No fee is exacted for these permits, which are issued at the Indian agent's discretion, to persons who intend to hunt for sport only.

Arkansas.

Twenty-five dollars tax to non-resident hunters, fishers and trappers.

Deer—August 1st to February 1st, except in Cross, Crittenden and Mississippi counties.

Grouse and Prairie Chicken—September 1st to March 1st.

Wild Turkey—September 1st to May 1st.

Louisiana.

Deer—September 1st to February 1st.

Ducks—September 1st to April 1st.

Turkey—October 1st to May 1st.

Dove, Quail, Grouse, Pheasant—November 1st to March 1st.

Texas.

Ducks and Geese—No law protecting same.

Deer—November 1st to January 20th.

Prairie Chicken or Pinnated Grouse, Quail or Partridges—November 1st to February 1st.

Wild Turkey—September 1st to May 15th.

Other Birds—Unlawful to kill or injure, mocking birds, whippoorwill, night hawk, blue bird, red bird, finch, thrush, linnet, wren, martin, swallow, bobolink, cat bird nonpareil, scissor tail, sparrow-buzzard or carrion crow.

Cass County—No game laws at all protecting game or fish.

Bowie County—Exempt from above laws, excepting deer and wild turkey, which are protected.

Industrial Notes.

STOTESBURY, MO.—The Stotesbury Creamery Co. has been incorporated and is now ready for business.

STOTESBURY, MO.—The Stotesbury Development Co., at a depth of 234 feet, found a five-foot deposit of bituminous coal. The drill is now down 350 feet. The Missouri Oil and Development Co. has found oil at 160 feet, gas at 276 feet, and below this several layers of coal, one of them three and one-half feet thick.

STOTESBURY, MO.—The Missouri Oil and Development Co. have completed their fourth oil well, which is reported rich in oil. Gas is very abundant and the company has under consideration a number of manufacturing plants, particularly clay works, which can be established here to good advantage. The Stotesbury Development Co., another corporation, has let a contract for a 1,200-foot well.

PITTSBURG, KAN.—Messrs. E. V. and A. K. Lanyon have made application to the City Council for a twenty-year franchise for a gas and electric light plant. The plans and specifications contemplate one of the largest and most complete gas plants in the West.

PITTSBURG, KAN.—The total valuation of taxable property in the state for 1904 is given at \$372,673,858. It was \$364,000,000 in 1903, showing an increase in taxable values of \$8,000,000.

JOPLIN, MO.—The value of the lead and zinc ores, produced in the Joplin district during the last eight months, is \$6,917,605. This is a little more in value at the same time of the preceding year and considerably in excess in tonnage.

JOPLIN, MO.—The postal business of Joplin is increasing at a rapid rate. The business of 1904 will exceed that of 1903 by

\$6,000. Some new stone quarries are to be opened up at Empire City, within easy reach of Joplin, at an early day.

JOPLIN, MO.—The passenger business out of Joplin over the several lines entering the city is over \$100,000 monthly. Work on the big cement power dam on Spring river is being pushed rapidly and about 3,000 men are employed at the work. The dam is 24 feet high and will be equipped with eight large double turbine wheels.

McELHANY, MO.—Mr. C. J. White has established and is operating a creamery at this point. The butter manufactured here is retailed at 20 cents per pound. The farmers get 17 cents per pound for their butter fat; while home-made butter brings only from 10 to 16 cents per pound.

NEOSHO, MO.—The strawberry shipments from Neosho during the season of 1904 amounted in value to \$75,000. About \$30,000 worth of berries could not be shipped on account of late rains.

GENTRY, ARK.—Our people have not been idle in the last year or two. They have secured a water works plant, a cannery, a 50-barrel flour mill, the best hotel in Northwest Arkansas, the Hendrix Academy, an elegant public school building, several apple packing houses, evaporators, a cooperage plant and several other institutions. The Fruit Growers Association numbers 150 members.

SILOAM SPRINGS, ARK.—The peach crop of Siloam Springs for 1904 amounts to 18,800 crates. The fruit evaporators are now through with their work and several hundred young folks have been kept busy. The apple shipments will amount to about 75 cars this season, with about 125 cars kept in storage for future delivery.

The Siloam Springs Cold Storage and Ice Co. are excavating a lake of about three acres along the railway in order to store water for the plant and to provide a pleasure lake which will be stocked with game fish and be surrounded by a park.

The railroad business has increased this year 33 1-3 per cent in passenger earnings and 28 per cent in freight earnings. The Siloam Milling Co. has all its machinery in place except a meal and chop dryer. The company has purchased 10,000 bushels of wheat and will be ready for business this week, Oct. 15. Dunlap & Son have purchased a forty-acre tract eight miles north of town and will plant several thousand fruit trees on the place.

SILOAM SPRINGS, ARK.—The Siloam Springs Electric Railroad Power and Improvement Co., capital \$500,000, has been organized here for the purpose of operating an electric railroad in Benton County, Ark. The water power of Illinois river will be utilized to generate electricity.

SILOAM SPRINGS, ARK.—The Spencer Produce Co. have established a fine poultry plant and will handle chickens in car load lots. The dressing room will have a capacity of about 7,000 pounds of poultry per day, and in a rush season 10,000 pounds can be dressed daily.

SILOAM SPRINGS, ARK.—The cold storage plant contains about 15,000 barrels of apples. Mr. C. A. Ford's evaporator output was about 80,000 pounds of dried fruit. Mr. John P. Logan's output was 150,000 pounds of dried apples. The population of Siloam Springs has increased about 600 during the present year.

SILOAM SPRINGS, ARK.—The Fort Smith Roller Mill Co. was erect at this point a 50,000-bushel grain elevator in ample time to handle the crop of 1905. The company is also considering the erection of a mill at this point.

WESTVILLE, I. T.—The pressed brick plant has been completed. It has a capacity of 40,000 bricks per day and employs twenty men.

STILLWELL, I. T.—The several frame buildings fronting on the railway, which were recently destroyed by fire, are now being replaced by substantial brick structures, two of which, costing \$7,000, have been completed.

MARBLE CITY, I. T.—It is reported that a spur of the K. C. S. Ry. is to be built immediately to the great marble quarry near this town. The marble is to be quarried and marketed from now on. As the land titles in Marble City and vicinity are now perfected, no further delays in the development of the marble deposits will hereafter take place.

FORT SMITH, ARK.—The Sebastian Electric Company has been granted a franchise to operate an interurban line to connect the various mining camps with the city. Many of the streets are now being paved with chert and mine gravel, all curbs being made of concrete. A refrigerator, sash and door factory has been recently established here and is now in running order. Twenty-two real estate transfers have taken place in August, the amounts involved being \$49,802. Fourteen building permits were granted in August, the cost of the buildings to be \$15,000.

FORT SMITH, ARK.—Work on the powder mill is rapidly progressing. About 200 men are at work on the buildings and about \$100,000 have been expended in construction.

FORT SMITH, ARK.—The Southern Directory Co. has just completed a house-to-house census, according to which Fort Smith has, Oct. 1, 1904, 24,570 inhabitants. The census of 1900 gives 11,587 inhabitants, showing an increase in population of 12,983 in less than four years.

FORT SMITH, ARK.—The Catholic societies of this parish expect to erect a hospital here and have same ready for occupation by Jan. 1, 1906.

HEAVENER, I. T.—A new creamery company has been organized at this point. Work on the buildings is to begin at an early day.

WALDRON, ARK.—A contract has been let for the erection of a new school building. Cash, \$8,000.

MOUNT MENA, ARK.—The fine summer hotel, on top of Rich Mountain, which has

been closed for several years, is now being renovated and put in order for next summer's business. An electric line is to be built from Wicke's Station, on the K. C. S. Ry., to the top of Rich Mountain and to the Wilhelmina Inn.

MENA, ARK.—The National Slate and Manufacturing Co., capital \$500,000, has been organized. The company has acquired 1,000 acres of slate lands.

MENA, ARK.—Mr. Stipes, Mr. Dixon, Mr. C. E. Young and several others from Wichita Falls, have started a colony in this vicinity. Several of the families have already arrived.

MENA, ARK.—Two thousand bales of cotton, valued at \$100,000, have been shipped from this point up to Dec. 1, 1904. About 1,000 bales more are expected to come in.

DE QUEEN, ARK.—The cucumber picking season has been "on" for some time. Last year about 6,000 bushels of "cukes" were marketed at this point. This year, 1904, 236 acres were planted and a crop of about 20,000 bushels will be made. At fifty cents per bushel about \$10,000 was realized from the crop. Seventy acres have been planted at Lockesburg and 175 acres at Texarkana. The crops from both of these places was picked at De Queen.

DE QUEEN, ARK.—The De Queen Light, Ice and Cold Storage Co. are boring a well for supplying their plant. They are prepared to go 2,500 feet before ceasing operations.

HORATIO, ARK.—Horatio's pay roll now exceeds \$20,000 per month, and is derived from the Phoenix Lumber Co., the Moon Pryor Lumber Co., the Isabell Mill plant, the Wilcoxson Hardwood Mills, the McCoy Mills, the gravel pit, shingle mills, gristmill and cotton gin, and the 5,600-acre orchard of the Southern Orchard Planting Co.

TEXARKANA, TEX.—Mr. J. W. Thomas of Mandeville, Ark., is at work here organizing a canning company for putting up fruits grown in this locality. The plant is to cost \$15,000.

TEXARKANA, TEX.—An effort will be made to secure from Congress an appropriation for surveying the old navigable channel of Red river, Soda lake, Caddo lake, etc., between Shreveport, La., and Jefferson, Tex.

SHREVEPORT, LA.—A deal has been closed by the Virginia-Carolina Chemical Company, with branches at Memphis, Richmond, Va., and Winston, N. C., one of the largest manufacturers of chemical fertilizers, etc., in the country, for the erection at Shreveport of a manufacturing plant, representing an investment of upward of \$300,000. The plant will handle the ingredients necessary to the manufacture of

fertilizers on a large scale, and their holdings will cover several acres.

SHREVEPORT, LA.—The Christian Congregation of this city are now preparing plans to build a handsome church building to cost \$10,000.

BEAUMONT, TEX.—Arrangements have been completed for the establishment of a large mattress factory. The buildings are to be contracted for within the next thirty days.

BEAUMONT, TEX.—The melon shipments through this point for distribution northward amounted to 100 car loads.

ORANGE, TEX.—The Lutchter & Moore Lumber Co. of Orange have secured the contract for the construction of the New Orleans dry docks. About 200 men will be employed at Orange on this work. The dry docks, when completed, will be towed by way of Sabine river and lake to New Orleans.

PORT ARTHUR, TEX.—The Port Arthur Rice Milling Co. has just completed the purchase of 45,000 sacks of rice, the largest single purchase of rice ever made in this region.

PORT ARTHUR, TEX.—The city tax rolls for 1904 show an increase of \$175,000 or 13¾ per cent. The assessment for 1903 was \$1,322,268, and for 1904, \$1,497,256, notwithstanding the loss of the Sabine Hotel by fire, which was valued at \$100,000.

PORT ARTHUR, TEX.—The great lumber dock built by the K. C. S. Ry. has been completed. It is one of the largest and strongest docks on the coast. There are 26 feet of water in front of it.

LAKE CHARLES, LA.—The North American Land and Timber Co. will open up a new tract of 100,000 acres for settlement during the year 1905. They will operate an experimental farm on a large scale in connection and make comparative tests of irrigation and rainfall culture. The experimental work is to include every form of practical tillage, including orchard and truck culture as well as the management of standard field crops.

LAKE CHARLES LA.—The Calcasieu parish tax valuations have been completed for 1904. The increase of taxable values for 1904 is \$330,000, of which \$250,000 is credited to Lake Charles. The cash valuation of the land acreage in Calcasieu Parish is \$8,015,865; that of town lots, \$3,270,995; that of horses and cattle, \$649,720; vehicles, \$97,090; merchandise, \$618,540; moneys, \$521,380; water craft, \$20,950; other property, \$3,166,795; total assessment, \$16,254,985 white, and \$107,905 colored. The town valuations are Oberlin, \$61,195; Kinder, \$56,905; De Ridder, \$127,910; De Quincey, \$21,120; Lake Arthur, \$150,840; Lake Charles, \$3,271,215.



The Texas-Louisiana Oil Fields.

Oil borings have been carried on continuously in the Beaumont-Port Arthur field and in the Louisiana field from 1901 to the present day, with more or less success. The day of great oil gushers with their attendant excitement is practically over, and as a matter of fact, the speculative features have been practically eliminated. That business is still being done at the old stand is shown in the vast oil tankage which is being maintained. It is estimated that there is tankage in Texas for 30,000,000 barrels of oil, most of which has been built within a year. The existing steel tankage will hold 11,000,000 barrels, the covered earthen tanks, 7,845,000, and the open reservoirs, 10,940,000 barrels. The total cost of all the tankage is placed at \$5,507,450. The steel tankage in Louisiana amounts to 1,300,000 barrels and the cost of the same was \$325,000.

A general estimate of the Texas field, made by Mr. Wm. Howard, of Beaumont, is as follows: "The Batson field produces 25,500 barrels of oil per day, possibly more. Sour Lake is second to Batson as a producing field. Its output is about 15,000 barrels per day. Some operators have profited by deeper drilling. The Corsicana field affords the best oil in Texas, but has long ceased to be a field for speculative investment. The field is well defined and the product per well is small. Spindletop, which once had a producing capacity of a million barrels per day, yields now about eight thousand barrels per day."

A summary of the movement of oil for the first six months of 1904, gives port shipments, 5,154,090 barrels; railroad shipments 4,000,000 barrels; total, 9,154,090 barrels. The consumption of oil on the field was 1,456,000 barrels, which added to the shipments, would make a production for the first six months of 10,610,090 barrels. The total movement for 1903 was 14,000,000 barrels. The production of the Batson wells is estimated at 6,500,000 barrels, that of Sour Lake, 4,250,000 barrels; of Spindletop, 2,000,000 barrels, and Saratoga, 275,000 barrels, which would indicate a total production of 13,025,000 barrels, and the oil in storage, January 1, 1904, was estimated at 8,000,000 barrels. Most of the refined oils manufactured at Port Arthur, Texas, are shipped to Europe.



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GENERAL FARMING LANDS.

Beaumont, Tex.—Oswald Realty Co., C. L. Nash Co., W. D. Wilson Development Co., A. R. Hare, W. P. Oldham, Hamilton Co.
Cleveland, Mo.—Morris B. Job.
De Queen, Ark.—Towson & Johnson, W. A. Craig, Herman Dierks.
Drexel, Mo.—C. E. Faulkner & Co.
Fort Smith, Ark.—J. E. Marshall, Joe H. Lindsey.
Gentry, Ark.—C. C. Lale.
Gentry, Ark.—L. H. Moore.
Grannis, Ark.—J. H. Orr, B. E. Harlowe.
Gravette, Ark.—J. T. Oswalt.
Joplin, Mo.—Marion Staples.
Kansas City, Mo.—E. O. Haight, 553 Gibraltar Bldg.
Kansas City, Mo.—Kansas City Southern Land and Immigration Co., 201-202 Beals Building, 9th and Wyandotte Streets
Leesville, La.—J. W. Dennis, W. A. Martin.
Mansfield, La.—J. F. McFarland.
Mena, Ark.—G. B. Dennis, S. B. Shrewsbury.
Neosho, Mo.—F. P. Anderson.
Port Arthur, Tex.—Geo. M. Craig.
Sallisaw, I. T.—K. & A. V. Land Co.
Siloam Springs, Ark.—Dunlap & Son.
Shreveport, La.—Wm. Hamilton & Co., S. B. Simon Real Estate Co.
Texarkana, Tex.—Moore & O'Neal.
Wadron, Ark.—Forrester Duncan Land Co.
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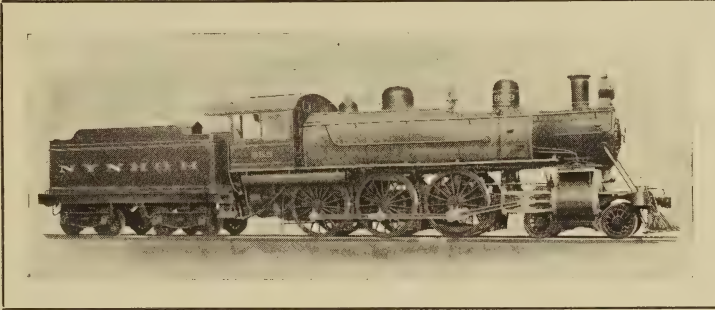
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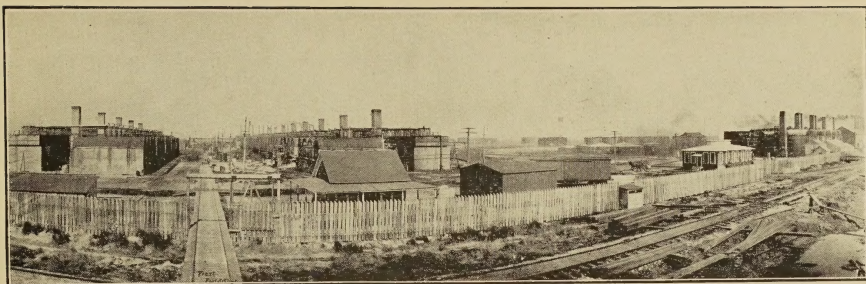
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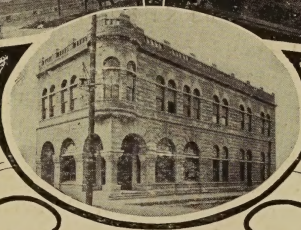
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